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Congressional Documents.

REPORT OF SECRETARY OF THE NAVY.

"I refer you to the accompanying report of the Secretary for information in relation to the navy of the United States. While every effort has been and will continue to be made to retrench all superfluities and lop off all excrescences which from time to time may have grown up, yet it has not been regarded as wise or prudent to recommend any material change in the annual appropriations. The interests which are involved are of too important a character to lead to the recommendation of any other than a liberal policy. Adequate appropriations ought to be made to enable the Executive to fit out all the ships that are now in a course of building, or that require repairs, for active service in the shortest possible time, should any emergency arise which may require it. An efficient navy, while it is the cheapest means of public defence, enlists in its support the feelings of pride and confidence which brilliant deeds and heroic valor have heretofore served to strengthen and confirm.

"I refer you particularly to that part of the Secretary's Report which has reference to recent experiments in the application of steam and in the construction of war steamers, made under the superintendence of distinguished officers of the navy. In addition to other manifest improvements in the construction of the steam-engine and application of the motive power, which has rendered them more appropriate to the uses of ships of war, one of those officers has brought into use a power which makes the steamship most formidable either for attack or defence. I cannot too strongly recommend this subject to your consideration, and do not hesitate to express my entire conviction of its great importance.

"I call your particular attention also to that portion of the Secretary's report which has reference to the act of the late session of Congress which prohibited the transfer of any balance of appropriation from other heads of appropriation to that for building, equipment, and repair. The repeal of that prohibition will enable the Department to give renewed employment to a large class of workmen who have been necessarily discharged in consequence of want of means to pay them; a circumstance attended, especially at this season of the year, with much privation and suffering.

"It gives me great pain to announce to you the loss of the steamship 'The Missouri,' by fire, in the Bay of Gibraltar, where she had stopped to renew her supplies of coal, on her voyage to Alexandria, with Mr. Cushing, the American Minister to China, on board. There is ground for high commendation of the officers and men, for the coolness and intrepidity and perfect submission to discipline evinced under the most trying circumstances. Surrounded by a raging fire, which the utmost exertions could not subdue, and which threatened momentarily the explosions of her well supplied magazines, the officers exhibited no signs of fear, and the men obeyed every order with alacrity. Nor was she abandoned until the last gleam of hope of saving her had expired. It is well worthy of your consideration whether the losses sustained by the officers and crew in this unfortunate affair should not be reimbursed to them.

"I cannot take leave of this painful subject without adverting to the aid rendered upon the occasion by the British authorities at Gibraltar, and the commander, officers, and crew of the British ship of the line 'The Malabar,' which was lying at the same time in the bay. Every thing that generosity or humanity could dictate was promptly performed. It is by such acts of good will by one to another of the family of nations that fraternal feelings are nourished and the blessings of permanent peace secured."—*President's Message.*

NAVY DEPARTMENT, *Nov.* 25, 1843.

SIR: I have the honor to present to you the annual report of the condition and operations of this department of the public service.

NUMBER AND DESCRIPTION OF VESSELS.

The Navy at the present time consists of the following number and description of vessels: One ship of 120 guns; nine ships of the line of 90 guns each; one razee of 62 guns; twelve 52 gun frigaets; one 50 gun frigate; two 48 gun frigates; eleven first class sloops of war of 24 guns each; three 22 gun sloops; five 16 gun sloops; two sloops for store-ships, 6 guns each. There are also four first class sloops on the stocks nearly ready for launching. Eleven ten gun brigs and schooners; three ditto used as store-ships, and one for a receiving vessel at Charleston. The steam-ship Mississippi of 12 guns, the Fulton of 8 guns, the Princeton (Ericson's propeller) of 12 guns, the Union of 4 guns, (with Hunter's submerged wheels,) the Poinsett of 2 guns, and an iron steamer, the Michigan, nearly ready to launch

on Lake Erie. There are likewise four small schooners employed as packets or receiving vessels. In all, seventy-six vessels of the various descriptions.

The Washington, 90 gun ship, has been broken up the last year, and the frigate Hudson is unfit to repair. The sloop Concord, 24 guns, was lost in the Mozambique channel, on the eastern coast of Africa, on the 2d of October, 1842. The Commander, William Boerum, the Purser, B. F. Hart, and James Davis, an ordinary seaman, were drowned, while crossing the bar at the mouth of the Lorango river, in the Captain's gig. The surviving officers and crew were conveyed in a vessel chartered for the purpose to Rio Janeiro, and thence to the United States.

I regret to report that the schooner Grampus has not been heard from since the 14th of March last, when she was off Charleston, S. C., and is supposed to have been lost, with all hands, in some of the severe gales which occurred about that time.

I have also the unpleasant duty of reporting the loss of the steamship Missouri. This frigate departed early in August, for the purpose of conveying the Commissioner for China, the Hon. Caleb Cushing, to Alexandria, in Egypt, *en route* to the Court of Pekin. While she was laying in the harbor of Gibraltar, into which port she had put for the purpose of replenishing her fuel, she took fire on the evening of the 26th of August, and the utmost exertions of her officers and men, during the trying and perilous event, were unavailing in extinguishing the flames; and this costly ship, an ornament to the Navy, was entirely destroyed. The larger part of her officers and men have reached the United States in a ship chartered to bring them home. Her Commander Captain Newton, remains, with a portion of her force, to secure what can be recovered from the wreck. All the accounts of this disaster concur in representing the officers and crew as having made the utmost exertions to extinguish the flames; and their conduct during this perilous period, when an explosion of the magazine was momentarily expected, was marked by great coolness and intrepidity. Captain Newton's official report, a copy of which is hereto appended, having been laid before you, further investigation into the causes of this loss are postponed until after his return.

The ship Franklin requiring heavy repairs has been laid up at the Charlestown Yard, awaiting a more favorable season for prosecuting such work. The razee Independence has been ordered to the same yard for a like purpose. The Constitution frigate at Norfolk, and the sloop of war Yorktown, at New York, are undergoing repairs, preparatory to sea service. The brig Dolphin at Norfolk is awaiting repairs.

Inquiries were instituted, early in the summer, as to the cost of building an iron steamer of about 1,000 tons, at Pittsburgh, with Hunter's submerged wheels; and in execution of this plan a contract was entered into early in October, with Messrs. Tomlinson & Co., for building it at a definite price per pound, and the whole cost not to exceed, in any event $150,000, with a guarantee of speed at the rate of nine miles per hour, from her steam power, in smooth water.

Some months since an order was given to build a small iron steamer at the Washington Navy Yard, on Hunter's plan, to be partly of galvanized iron; but owing to the heavy drafts upon the appropriation, for other purposes, that work is now suspended.

Instructions were also given in April last for the building of six sloops of war of the largest class; two of which have been launched, and the others are on the stocks nearly ready for launching. The work on two of these has been suspended for the present. In addition to these sloops on the stocks, there are of the vessels previously named as constituting a part of the naval force, the following on the stocks, viz: the Vermont and Virginia, 90 guns each, at Boston; the Alabama, 90 guns, at Portsmouth, New Hampshire; the New York, 90 guns, at Norfolk; the Santee frigate, 52 guns, at Portsmouth, New Hampshire; and the frigate Sabine, 52 guns, at New York.

HOME SQUADRON.

The vessels afloat have been employed during the past year as follows: In the Home Squadron, the razee Independence, commanded by Captain Stringham until May, and since that time by Captain McKeever; the sloop Falmouth, commanded by Commander J. McIntosh up to August, when he was relieved by Commander J. R. Sands; the sloop Vincennes, commanded by Commander F. Buchanan; the sloop Vandalia, commanded by Commander W. J. McCluney, who was relieved in consequence of ill health in September, and succeeded by Commander J. S. Chauncey; the brig Dolphin, commanded by Commander J. D. Knight, who was relieved in October by Commander H. Bruce; the brig Somers, commanded by Lieut. J. W. West; the brig Boxer, commanded by Lieut. O. Bullus; the brig Bainbridge, commanded by Lieut. Z. F. Johnson, who was relieved in September, and succeeded by Commander J. Mattison; and the schooner Grampus, Lieut A. E. Downes; the whole under the command of Commodore Charles Stewart. The cruizing ground of this squadron extends from the Banks of Newfoundland to the river Amazon, and includes the Gulf of Mexico and the Caribbean Sea.

MEDITERRANEAN SQUADRON.

In the Mediterranean Squadron, conformably with previous arrangements, an exchange of commands has taken place between Commodores Morris and Morgan.

Commodore Morris sailed from the Coast of Brazil in the Delaware seventy-four, Captain C. S. M'Cauley, on the 19th of February, and arrived in the Mediterranean on the 9th of April, when the command of the Mediterranean Squadron was transferred to him by Commodore Morgan, and the latter sailed in June with the Columbus seventy-four, Captain B. Cooper, for the Coast of Brazil. The frigate Congress, Captain P. F. Voorhees, has been employed in the Mediterranean during the whole year, and is expected to sail in January next for Brazil, to interchange with the frigate Columbia, Captain E. R. Shubrick, now on that station. The Sloop Fairfield, commanded by Commander A. Bigelow during a

part of the year, and subsequently by Commander S. W. Downing, has also been attached to the Mediterranean squadron. This vessel will return to the United States upon the arrival out of the new sloop of war Plymouth, now about to sail under the command of Commander H. Henry. The sloop Preble, Commander S. B. Wilson, having finished her cruise in the Mediterranean, arrived at Boston the 31st of August, and is ready again for sea. The sloop Lexington has been employed as a store-ship for this squadron. She has made one voyage with provisions and stores, and she is now on her second trip.

The term of Commodore Morris's command having expired, Commodore Joseph Smith has been selected to succeed him, and has sailed for the Mediterranean in the new frigate Cumberland, Captain S. L. Breese; which vessel will be the flag ship of the squadron. Upon the arrival out of the Cumberland, Commodore Morris will return to the United States in the Delaware, seventy-four.

The cruising ground of this squadron embraces the Mediterranean sea.

BRAZIL SQUADRON.

In the Brazil squadron, in addition to the Delaware, seventy-four, there have been employed the frigate Columbia, Captain E. R. Shubrick; the sloop John Adams, Commander Conover; the sloop Decatur, Commander Farragut, which vessel returned to the United States on the 18th of February; and the schooner Enterprize, now in command of Lieutenant J. M. Watson. Commodore Morgan arrived at Rio de Janeiro in the Columbus, seventy-four on the 2d of August, where he was met by Commodore Daniel Turner, who had been appointed to succeed him in the command of the squadron. This latter vessel is now the flag ship of Commodore Turner, but she will return to the United States upon the arrival out of the frigate Raritan, now preparing for sea under the command of Captain F. H. Gregory. The sloop Boston, Commander Pendergrast, has sailed from Boston to relieve the John Adams.

The brig Pioneer, lately used as a receiving vessel at Baltimore, is now fitting out at Norfolk as a store ship for this squadron. Lieutenant Shaw has been ordered to command her.

The cruising ground of this squadron extends from the mouth of the river Amazon to Cape Horn; along the Equator eastward to the south western boundary of the African station, Cape Negro; thence along the coast of Africa to the cape of Good Hope.

PACIFIC SQUADRON.

The Pacific squadron at the commencement of the year, consisted of the frigate United States, Captain James Armstrong; the sloop Cyane, Commander Stribling; the sloop Yorktown, Commander Nicholas; the sloop Dale, Commander Dornin; the schooner Shark, Lieutenant Eagle, and the store ship Relief, Lieutenant Sterett. The whole under the command of Commodore Thomas Ap C. Jones. On the 24th of January Commodore Jones was recalled, and Commodore A. J. Dallas ordered to succeed him in the command of the squadron. Commodore Dallas sailed from Norfolk in the sloop Vandalia for Chagres, and arrived at Callao in the latter part of July. On the 8th of August he had not met with Commodore Jones, who was absent on a cruise to the Sandwich Islands.

The Yorktown returned home on the 2d of August, and the Dale on the 19th of October, having on board the remains of Commodore A. Claxton, who died while in command of the squadron. The places of these vessels have been supplied by the sloop Levant, Commander H. N. Page, which sailed from Norfolk on the 2d of September, and the Warren, Commander J. B. Hull, on the 19th of October. The new frigate Savannah has been equipped for sea, and sailed on the 19th of October from New York, under the command of Captain A. Fitzhugh, to join this squadron. When she reaches the Pacific, the United States will probably return home. The store ship Erie, Lieutenant Manning, sailed from Boston on the 9th of February with provisions and stores for this squadron. Upon her arrival at Rio, Lieutenant Manning was relieved of the command, and Lieutenant N. W. Duke ordered to succeed him. The Erie has arrived on the station. The vessels of this squadron have been ordered to return to the United States, in future, by way of China and the Cape of Good Hope.

This squadron cruises along the whole west coast of America, and westward from the meridian of Cape Horn to one hundred and eighty degrees west longitude, and southward between those meridians.

EAST INDIA SQUADRON.

The East Indian Squadron has been composed of the frigate Constellation, Commodore Kearney commanding the squadron, and the sloop Boston, Commander J. C. Long, which latter vessel, after visiting the most important ports and islands in the China seas and the Pacific, returned home by Cape Horn in the month of August. The Constellation left China in the early part of the year, and was at the Sandwich Islands in August, to sail in a few days for the United States, via California Cape Horn.

A squadron under the command of Commander Foxhall A. Parker, has been fitted out in the place of that commanded by Commodore Kearney. The frigate Brandywine, bearing the flag of Commodore Parker, and the sloop St. Louis, Commander H. H. Cocke, sailed from Norfolk on the 23d of May. Those vessels arrived at Rio de Janeiro on the 19th of July, and sailed thence on the 5th of August. A leak was discovered in the bow of the St. Louis, which obliged her to put back to Rio for repairs; at which place she arrived on the 7th of September. It was expected that the vessel would sail again in a few days. The new brig Perry, which was launched in May, has been despatched under the command of Commander S. F. Dupont, to join this squadron.

AFRICAN SQUADRON.

The African squadron is composed of the frigate Macedonian, Captain Mayo, the sloop Saratoga, Commander Tattnall, the sloop Decatur, Commander Abbott, and the brig Porpoise, Lieutenant Stellwagen; the whole under the command of Commodore Matthew C. Perry. The brig Consort is now fitting

out at Boston as a store ship for this squadron.

The cruising ground of the squadron extends from the Maderia and Canary Islands, to the Bight of Biafra, and from the coast of Africa to the thirtieth degree of west longitude.

VESSELS ON SPECIAL SERVICE.

The following vessels have been employed on special or detached service.

The brig Truxtun, Lieutenant Upshur, sailed from Norfolk in June last for Constantinople, to bring home the remains of the late Commodore David Porter. She is daily expected to arrive in the United States.

The brig Oregon, Lieutenant (now Commander) Powell, which had been employed on a survey of the Gulf of Mexico, between Apalachicola Bay and the Mississippi river, under a resolution of Congress dated the 20th July, 1840, arrived at Norfolk the 27th July last, the season being too far advanced to permit a further continuance of operations. The steamer Poinsett, also engaged in this survey, remained out and the work has been resumed under Lieutenant R. Semmes.

The schooner Flirt, Lieutenant J. A. Davis, made a trip to Chagres in April , with a mail for the Pacific squadron; returned to Norfolk in July , and has since been despatched to Galveston, Texas.

The schooner Phœnix, Lieutenant Sinclair, has also been employed as a despatch vessel, and has recently returned from Chagres.

The brig Lawrence, built at Baltimore by contract, has been fitted out and placed under the command of Commander W. H. Gardner, and has just departed from Norfolk on a cruise to the Windward Islands.

The sloop Marion, Commander W. M. Armstrong, lreturned from a cruise in the West Indies in May ast, and is now ready for sea at Boston.

The small steamer Engineer has had a new boiler put in her and is now used as a tender to the receiving ship at Norfolk.

The vessels employed as receiving ships are the Pennsylvania, Captain Zantzinger, at Norfolk; the Ohio, Captain Hunter, at Boston; the North Carolina, Captain Dulany, at New York; the Experiment, Commander Varnum, at Philadelphia; and the On-ka-hy-e, Commander Knight, at Charleston, S. C. The Ontario, lately used as a receiving ship at New Orleans, and the Wave at Baltimore, have been laid up for the present at Norfolk.

EXPERIMENTAL VESSELS

Two war-steamers with submerged propellers have been launched during the year—the Union and the Princeton. The Union is constructed upon the plan of Lieutenant Hunter, with submerged horizontal wheels upon the sides. The trial of this vessel was considered quite satisfactory to the Department. The boilers, however, having been somewhat faulty, new ones are to be substituted, when it is not doubted by the ingenious inventor that a high rate of speed will be secured. Lieutenant Hunter's official reports are appended, as also the letter of the Department on a trial of this vessel.

The Princeton, with Ericson's propellers, a vessel of most beautiful model, both for appearance and efficiency, constructed under the immediate direction and supervision of Captain R. F. Stockton, has made a highly successful experimental cruise, under his command, to and about New York; the official report of which is hereto appended.

Should these experiments, on further trial, equal the expectations now confidently entertained of them, a new era will commence in steam navigation, and particularly in the use of war steamers. Vessels that can move at the pleasure of their commanders against wind or tide, and whose machinery is beneath the reach of an enemy's fire, will be able easily to overcome and destroy any war-vessels of the ordinary structure.

Improvements of some magnitude and much utility have been made the past year in the Navy Yards at Portsmouth, N. H., Charlestown and Gosport, and others are proposed in the different yards the ensuing year, for all the details of which I refer you to the appended report of the Chief of the Bureau of Navy Yards and Docks.

FORCE FOR 1844.

For the service of the next year the employment of the following force is proposed:

For the Home Squadron, three frigates, six sloops, two steamers, and five brigs and schooners; making, in all sixteen vessels. For the Mediterranean, three frigates, four sloops, one brig and one store-ship—nine vessels. For the coast of Africa, four sloops, two brigs or schooners and one store-ship—seven vessels. For the coast of Brazil, two frigates, three sloops, one brig and one store-ship—seven vessels. For the Pacific, three frigates, four sloops, two brigs, or schooners, and one store-ship—ten vessels. For the East Indies, two frigates, two sloops, one brig and one store-ship—six vessels. For the Lakes, one steamer. For special service the steamers Mississippi, Princeton and Union, and the small iron steamers now building at the Navy Yard, Washington.

This increased force seems to be called for to afford adequate protection to our national interests embarked in our increased and growing commerce on the distant stations. The force proposed to be added to the Home Squadron, the cruising ground of which extends from Newfoundland to the river Amazon in South America, seems to be necessary in guarding our own shores, in protecting the immense capital employed in the coasting trade along our whole seaboard from St. Croix to the Sabine, and in giving countenance and assistance to our foreign commerce with the West India Islands, and with the ports on the American continent.

The ships proposed to be employed are built and afloat; the officers necessary to command them are mostly in commission and under pay—the deterioration of the ships is little more while in service than when laid up in ordinary—the officers degenerate by idleness, while they are improved by service. The expense of manning and sailing these ships, of course, is greater than when laid up. But we can have competent and skilful officers, good and efficient

sailors, only by a long course of active sea-service. That is the school in which they are taught, and in which they acquire a knowledge of their duties. To build a navy without the experience, skill and force necessary to sail and efficiently to manage it, in the event of a war with a maritime power, would be in effect but adding to the force of the enemy at the nation's cost, and to the national disgrace. I have therefore no hesitation in recommending the employment of a sufficient number of vessels to require the service of every officer that can be spared from shore duty and capable of sea service.

A slight increase of officers in the subordinate grades will be needed to keep this force afloat. I would recommend that the number of midshipmen to be kept as high as it was the beginning of this year. About ten more pursers could be beneficially employed. Several of the sailing masters being from age or infirmity unfit for sea service, a small increase of the number is desirable. I would recommend that the proviso limiting the number of officers of the Navy, which was passed on the 4th of August, 1842 be repealed so far as it regards the warrant officers, excepting midshipmen; the present number being insufficient for the wants of the service.

TRANSFER OF APPROPRIATIONS.

The appropriation for increase, repairs, &c., for the year 1843-4, having been heavily drawn upon in payment of contracts made, and in the execution of plans and the completion of works in progress anterior to the commencement of the present fiscal year; it was deemed necessary in October last, to discharge a large portion of the persons employed under this head; leaving, however, it is believed, enough funds unexpended to meet most of the outstanding demands against the Department chargeable to this appropriation. The act of Congress of the 31st August, 1842, which forbids the transfer of appropriations from one to another branch of expenditure in this Department, has operated injuriously. Were these transfers permitted, it is believed sufficient means might be found among the various unexpended balances of appropriations, to pay most, if not all, needful outlays in the fitting, completing, and repairing of vessels, and for payments on uncompleted contracts; and I am fully persuaded that the public interests would be promoted were Congress to authorize these transfers early in the ensuing session.

TIMBER.

There were several contracts made, some of them years since, for the supply of timber and various materials for the Navy, which have expired without having been completed. Heretofore the Department has been in the practice of extending the time for completing these contracts, where the interest of the United States have not suffered by such extension. The law of the 3d March, 1843, requiring all contracts to be given by advertisement to the lowest bidder, seems to prohibit their further extension. There are many contractors who would have large sums due them on the completion of their contracts for previous deliveries, being the ten per cent. reserved on the amount of these deliveries; but in consequence of the non-extension and non-fulfilment of these contracts, these amounts remain upaid. As the United States have suffered no loss by these delays, and as these parties expected an extension according to former usage, it appears to be a proper case for the interposition of Congress for their relief. Congress provided for analagous cases by an act dated February 10th, 1832, and the passage of a similar act at this time would enable the Department to effect an equitable settlement of these cases.

It is not proposed to make any contracts the ensuing year for live oak, nor for any other timber except absolutely required for immediate use, the Department intending to build only four small timber vessels during that time, and the timber for which being mostly on hand.

The docking of timber for long periods, a large portion of the time but partly covered with water, seems of very questionable utility, and there are some positive injuries arising from the practice. The timber is taken from the water, and before allowing it time to dry, is hewn and put up for the frame of the ship. The planks are sawed from it to cover the frame. The consequence is great shrinking and liability to warp; requiring additional expense for caulking from the shrinkage of the planks, and greater liability to leakage. It tends also to generate the dry rot, which disease, if I may so term it, appears to be a fungus, a parasitical plant, like mould, germinating in the wood, and destroying the tenacity of its fibre, which fungus would be less liable to germinate in dry than in moist wood. It is indeed doubted if it could germinate at all in perfectly dry wood.

PROVISIONS AND CLOTHING.

A deficiency is apprehended in the appropriation for provisions and clothing for the current year. The sum granted by Congress for this purpose was less than that asked for by the Department, and not sufficient to provide for the persons actually in service at the passage of the law. Efforts are making to bring the expenditure within the proper limits; but owing to the recent establishment of the Bureau of Provisions and Clothing, and the state of its accounts with the ships on distant stations, the Department has not yet been able to learn the precise condition of its expenditures.

About $15,500 worth of provisions, clothing and small stores have been lost by the burning of the the Missouri, the wreck of the Grampus, and the wreck of a freight vessel at Port Praya.

BUREAU OF ORDNANCE AND HYDROGRAPHY.

The estimate from the Bureau of Ordnance and Hydrography is some five hundred and twenty thousand dollars more than the sum asked for last year; of this about one hundred and sixty thousand dollars are to pay for outstanding contracts made by the Board of Navy Commissioners some years since and yet uncompleted. It includes also an estimate for a sufficient number of powder tanks for all the ships and brigs of the Navy, launched or not launched, that are not now provided with them. It likewise includes an estimate for two hundred cannon of a large size.

BUREAU OF YARDS AND DOCKS.

In the Bureau of Yards and Docks the estimate for the improvement of yards is about $180,000 over that of last year. The estimate for coal is on the supposition that each steamer will employ steam power four months in the year, and the sum asked for is a very liberal allowance even for this length of service.

In the plot of ground on which the Navy Hospital at Chelsea, Mass., stands, there are many acres more than are of any use for the purposes of that establishment and producing no income. If this were sold a hadsome sum might be added to the Hospital fund and an income be received from it. I therefore respectfully recommend that Congress authorize the sale of so much of this land as will not be needed for the Hospital purposes; and I would further suggest that the Navy Department be clothed with authority to invest the Naval Hospital fund, now amount ing to over $200,000, and yielding no income, in some safe and productive securities.

AMERICAN HEMP.

A resolve was passed by the late Congress appropriating four thousand dollars toward establishing an agency in the State of Kentucky and one in the State of Missouri for the purchase of American hemp for the use of the Navy. An agent was appointed on the 1st of July last for the State of Kentucky; and in obedience to directions he visited the United States ropewalk at the Charlestown Navy Yard for the purpose of gaining information as to the kind and quality of water-rotted hemp used in the Navy and the mode of testing its strength. The appropriation for this branch of the naval service—Increase and Repair—having been mainly expended on other contracts, the Department has recently directed the agent to make no purchases; and in this state of the appropriation it has not been thought expedient to appoint any agent for the State of Missouri.

Mr. Von Scmidt, an intelligent gentleman, well acquainted with the culture of hemp in Russia and in this country, has been employed by the direction of the Department the last season on the culture and preparation of hemp in this vicinity. He is now engaged in constructing a machine for breaking it and separating the fibres from the stalks without rotting. Should he succeed, of which there is a fair promise, a great saving of labor will be made, and the hemp thus prepared will be much superior in quality and strength to hemp prepared by the old method of rotting. Mr. Von Scmidt's report is appended. He has also been employed to translate the pamphlet on the culture and preparation of hemp published at Odessa, in Russia, and to which the attention of Congress was invited by a communication from this Department, dated 1st of March, 1843. The expense of this translation, for which there is no appropriation, is three hundred dollars. The translation is submitted with this report.

SPIRIT RATION.

I respectfully suggest a modification of the ration, so as to dispense with the spirit portion now allowed. That the frequent and habitual use of ardent spirits injuriously affects the human system, is a truth believed to be now generally understood and admitted by all intelligent physiologists. Its evil influences are not less on the moral than on the physical condition of man. A large proportion of the punishments inflicted upon the seamen is for drunkenness, or the immediate effects of drinking ardent spirits—insubordination in its various forms. In abolishing the spirit ration, punishments and disease will be less frequent, and the whole moral and physical condition and character of the men will be improved. I therefore cannot too strongly recommend that no spirits be allowed in the rations of those who enlist in future, and that the right of commuting the spirit ration for money be continued to those already enlisted.

ACCOUNTS.

Measures are in train for establishing a more perfect system of accounts for the Naval Storekeepers, by which a more rigid and effective responsibility will be enforced in keeping and disposing of the public property in the yards.

In the execution of this plan, an additional clerk at each Navy Yard, is necessary. The sum estimated for each clerk is $800 per annum, and the services to be rendered will vastly more than compensate for the outlay.

Great expense has been incurred at times by alterations in the inboard arrangement of ships without the authority of the Department. The cost of such alterations thus made has been directed to be charged in future to the officer making them.

Navy Agents have been directed to pay no bills except from funds in hand belonging to the appropriation to which the bills are chargeable. By this arrangement the Department will keep a better knowledge and more perfect control over the condition of the appropriations.

EXTRA PAY.

The allowance of additional pay to officers performing the duty of a higher grade, is often a subject of contention and perplexity, and is liable to abuses. The utility of such allowances is somewhat questionable; but, if expedient to continue them, the law might be beneficially modified. It should define more accurately what constitutes a higher command, and perhaps provide also that no extra pay be allowed, unless expressly stipulated in the order directing the officer to perform such duty.

NAVAL DEPOT AND YARD AT MEMPHIS.

Pursuant to the act of Congress of March 3d, 1843, Captain Rousseau, Commander Adams, and Lieut. Stephen Johnson, have examined and surveyed the harbor of Memphis, in reference to its capability for a "Naval Depot and Yard for the building and repairing of steamships and other vessels of war at that place." The report of these officers has been received, and accompanies this.

DRY DOCK AT PENSACOLA.

An appropriation of one hundred thousand dollars was made at the last session of Congress for the pur-

pose of building a floating dry dock, sufficiently large to raise a second class frigate, on such plan as the Secretary of the Navy should approve, to be used at Pensacola. After various enquiries, the examination of various plans and the consideration of the offers of persons proposing to build it, no plan was presented on which a suitable dock could be built within the limits of the appropriation, and the Department did not feel authorized to enter into a contract requiring a larger expenditure than the sum appropriated for the purpose. The plan presented by S. D. Dakin for a sectional dock, had the preference of the Department; but one of a suitable size, with the necessary machinery to work it, could not be built within the sum appropriated. A detailed report on the subject, with an estimate of the cost of such a dock, to be used as the elevating or floating power, and connected with a level rail track by which ships can be taken upon the land with ease and safety, will be submitted in another communication, when all the necessary facts and conclusions shall have been received from the persons having that subject in charge. Mr. Sanger, the Engineer of the Bureau of Yards and Docks, in compliance with the resolve of Congress, is making the necessary examinations as to the practicability of using the Croton water as an elevating power for a dock at New York. When his survey shall have been completed, the Department will report upon that subject.

LABORATORY AT THE WASHINGTON YARD.

In the estimates are included the cost of the apparatus for a laboratory at the Washington Navy Yard, and for the employment of a chemist and pyrotechnist. It is believed that great advantages may be derived by employing scientific persons in testing the quality of copper and various other materials, and in the preparation of many articles used in the service, which have heretofore been found, when used, of inferior quality. It is highly important that a competent person be employed in the preparation of fuses, rockets, and other fireworks indispensable in the naval service. So deficient is the service in this knowledge, that the fuses necessary for its use are obliged to be purchased.

MEDICAL DEPARTMENT.

The Medical Department of the Naval Service requires talent, education, and moral worth, properly to fill it, of as high order as in other branches of that service; but the Surgeons and Assistant Surgeons have no military rank. A modification of the law, by which medical officers in the naval service shall be entitled to rank, in a manner similar to that prescribed in the army, might be beneficially made.

EXPLORING EXPEDITION.

Commander Wilkes, with the officers under him, has been assiduously engaged in preparing the Hydrographical results of the Exploring Expedition for publication. Before the end of the year, forty plates of charts will be ready for publication, comprising upwards of seventy general and local surveys of the groups and islands of the Pacific. Many more are ready to be given out to engrave.

Commander Wilkes reports that the Narrative preparing by him, under the authority of Congress, will be ready for the press previous to March next.

The Naturalists and others, are also employed in the description and arrangement of the several branches of natural history. For their pay and that of the persons necessary in the keeping and attendance of the hall, and to complete the arrangement, a small appropriation is asked. The whole is making as rapid an approach to completion as can be expected in such duties. The report and estimate of Commander Wilkes is submitted herewith.

DEPOT OF CHARTS AND INSTRUMENTS.

In the general estimates for the half current year ending June 30th, 1843, and the fiscal year ending June 30th, 1844, fifteen thousand dollars are required "for the erection of the building for Depot" of Charts and Instruments. That sum is embraced in the amount appropriated for enumerated contingent expenses in the act of 3d March last; but the "erection of building for Depot" is not specified therein, and the law probibits the application of any part of the amount appropriated for "other objects" than those enumerated; therefore legislation is necessary to perfect and legalize the application of the $15,000 to "the erection of Depot," the object for which the amount was specified in the estimates, and for which purpose it is applied.

I append the report of the Superintendent of the building, in which he asks for an appropriation of $20,000 for grading the grounds, &c. The house he has estimated for would be convenient, but is not deemed essential at this time. It is proper to remark that this building is adapted in its form and structure not only for a Depot of Charts and Instruments, but for an Astronomical Observatory, and for other scientific investigations.

It cannot but be gratifying to you, to learn how great an interest has been evinced by the learned societies and scientific men of Europe, as well as at home, upon the establishment of an Institution by the Government, in which a portion of the duties will be the advancement of science. Great liberality of feeling was expressed towards the officer sent abroad for the purchase of instruments; and, as another mode in which their great satisfaction was shown, extremely valuable presents of books were made to its library through him.

CONTRACTS FOR ORDNANCE, ARMS, AND AMMUNITION.

Contracts awarded to the lowest bidder have been made the last year for some heavy ordnance, but the contractors have failed to fulfil their engagements, and consequently the guns have not been procured. The policy of giving contracts for supplies of such importance to the lowest bidder, in preference to known and experienced founders, is of questionable utility. But such is the present requirement of the law. The lowest priced guns are not always the cheapest. The loss of lives during the last war and since that time, from the bursting of guns on board our ships, is said to have been nearly as much as the loss from the enemy's shot. Ammunition as well as guns is by law to be procured in the like manner

fom the lowest bidder. Powder made from the nitrate of soda, in lieu of the nitrate of potash, appears as well, and is about as strong, when first made as that manufactured from saltpetre, but deteriorates daily, and is nearly worthless in a few months; and yet this inferior ingredient cannot be detected except by a chemical analysis. True economy, hence, would seem to dictate that a different rule than that of giving contracts to the lowest bidder, regardless of the skill and character of the manufacturers, should prevail in procuring the ordnance, arms, and ammunition for the service.

EXPERIMENTS AT THE WASHINGTON YARD.

A series of experiments have been made at the Washington Navy Yard by professor Johnson, to test the qualities of coal of different kinds, a preliminary report of which is appended. Charles Reider, Professor Johnson, and Dr. Thomas P. Jones, have been engaged in making experiments upon safety valves for preventing explosions in steam boilers. Professor Johnson has also made a series of experiments to test and improve the strength of iron, upon the principle of thermotension. After these several experiments shall have been completed, reports will be made concerning them.

ADDITIONAL CLERKS.

It has been found that the force allowed by the act of the 31st of August, 1842, is inadequate for the performance of the duties required in an efficient administration of this Department. An estimate has therefore been submitted for three additional clerks for the office of the Secretary of the Navy; three for the Bureau of Construction, Equipment, and Repairs; two for the bureau of Provisions and Clothing; and one to take charge of all the books and papers of the late Board of Navy Commissioners, and the Library of the Department.

ESTIMATES FOR THE MARINE CORPS.

The estimates from the different bureaus and the Commandant of the Marine Corps, of the sums that will be required for the proposed service of the coming year are sent with this report.

All of which is respectfully submitted.

DAVID HENSHAW.

To the President of the United States.

The United States iron steam Frigate which was lately constructed at Pittsburg, and transported from thence to the port of Erie, (on Lake Erie,) was launched on Tuesday, the 5th instant. She is the first iron vessel launched upon the Lake, and is represented as a handsome affair, of perfect symmetry, and promising to be a fast sailer. Without her timbers, machinery, or equipments she draws three feet ten inches of water, which is eight inches short of her anticipated draught. When ready for service it is expected she will draw eight feet. Her length on deck is 167½ feet, breadth of beam 27 feet, and depth of hold 12 feet. The hull is entirely of iron, except the gun-deck, as are the wheel-houses and guards. She will be schooner rigged, and have three masts. Her present armament will comprise two 64 Paixhan guns and four 32-pound carronades.

From the Boston Atlas.

DISINTERMENT OF THE REMAINS OF COMMODORE PORTER.

The following is an extract of a letter from an American gentleman in Constantinople, dated in that city, Oct. 17th, 1843. It gives an interesting account of the disinterment of the remains of Commodore Porter:

"On Saturday last, 14th instant, we brought up, in the 'Yence Down ia,'* the remains of Commodore Porter to the city—and they were taken on board the U. S. brig Truxtun, Capt. Upshur, sent out to take the body to America, which vessel is to sail to-morrow. After his death, he was buried at his residence at St. Stephano, ten miles below the city We left the city about 11 o'clock in the morning, with a large and respectable company of invited guests on board the steamer, consisting of members of the various Diplomatic Corps, all the Americans here, several English merchants, with about 50 sailors belonging to the Truxtun, the Marines and Officers, excepting the first Lieutenant, the Officers of the English war steamer Devastation, and of two Russian steamers. The American flag was hoisted at the main, the first time we have hoisted it since we took the Turkish. Having arrived at St. Stephano, the company assembled about the grave. The coffin, which was enveloped in a U. S. flag, &c., with the hat and sword of the Commodore placed on the top, was raised by the sailors of the Truxton, and a procession formed in the following order: The Marines of the Truxtun, preceded by the band, which played the dead march, followed by two American Missionaries. Then the bier, carried by American sailors, escorted by their Excellencies, the Austrian Ambassador, the Minister of Sardinia and Spain, and the Charge d'Affairs of Sweden, Naples, and Belgium, who carried the shroud. The relations of the deceased, the Charge d'Affairs and Consul of the United States, many members of the Diplomatic Corps, the American, English, Russian Officers, the merchants and the sailors of the Truxtun followed. Arrived at the landing, the procession went on board the steamer, the colors being lowered to half mast. A guard of honor was stationed over the coffin, and the steamer left St. Stephano. When she arrived opposite Seraglio Point, the Truxtun fired a salute of 17 minute guns. As we swept round the stern of the British steamer Devastation, the American ensign was displayed at half mast at the fore, the British ensign also at half mast, the Officers and Marines saluting at the same time. At five o'clock the steamer came to anchor near the Truxtun, and the body was removed on board. Thus ended this imposing ceremony, well worthy of him who was its object."

* This is the Turkish name of the American steamer formerly called the Bangor, which was sent to Constantinople last year, and which the writer of our letter has charge of. She hoists the Turkish flag, to avail herself of the patronage of the Turkish Government. Yence Down ia is the Turkish name for "New World."

Foreign Miscellany.

THE TENTH CORPS OF THE GERMANIC ARMY AT LUNEBURG.

On the twenty-fourth of September the several contingents, which compose the Tenth Corps of the Army of the Germanic Confederation, entered the field-quarters which had been prepared for them near the walls of Lüneburg, a fortified town of Hanover, about thirty miles to the south-east of Hamburg. The advancing masses were met in the forenoon by a host of officers from near and remote parts; the Cavalry and Artillery took up their quarters in the town and adjacent villages, while the Infantry marched into the great camp which had been pitched for them on a site peculiarly fitted for such a purpose. The nature of the ground gave the lines of tents the appearance of being interminable; the flanks of the right and left wings outflanked by posses of booths, laden with all manner of eatables, and other indispensables for the soldiers' comfort and needs, and the centre of the camp diversified by a similar phalanx. The broken character of the position, however, did not admit of placing the two divisions of Infantry into which the Tenth Corps is ranged, along one equal line of front; the second was, therefore, of necessity, posted somewhat farther in advance; both camps had the serpentine Ilmenau in their rear, the banks of that stream behind the first division being in that quarter rather precipitous. Between the two positions, the Mühlenbach formed a line of separation, and the Staff of the camp was fixed in the interval between them. The village of Deutsch-Eyern, opposite to the camp of the second division, was occupied by the Staffs of three of its brigades; and those of the fourth, as well as of two divisions of the first, and the general Staff of the whole corps, were cantoned in Lüneberg. The camp of the first division, extending along a front of thirteen hundred paces, afforded quarters for eighteen battalions, composed of two each, (beginning from the right wing,) of the Guards, Life Guards, 2d, 3d, 4th, and 5th of Infantry, one battalion each of Riflemen, and one of the 1st, 2d, and 3d Regiments of Light Infantry, all Hanoverians. On their left were two battalions of Infantry and one of Life Guards, Brunswick troops. These eighteen battalions were divided into four brigades, which formed the first and second divisions of the first corps. The front of the second camp extended eleven hundred and fifty paces, along which fifteen battalions were posted in the following order: from Holstein, three battalions of the 15th, 16th, and 17th Regiments, the 5th corps of Rifles, the grenadier battalion of the Guards, 15th battalion of Musketeers, and the Light Infantry battalion; the Musketeers of the Mecklenburg-Schwerin, and a battalion of the Mecklenburg-Strelitz contingents; the two battalions of the 1st Oldenburg Regiment of the Line, a battalion of Lübeck and Bremen Infantry, with a detachment of Rifles, and, lastly, the two battalions of the 2d Oldenburg Regiment of the Line. In the rear of each brigade stood a mess-room and appurtenances for the officers, and stabling for the horses of those attached to the Staff, &c. All foreign officers who attended the evolutions had quarters assigned to them in Lüneburg, and a special committee, under the presidency of Lieut.-General Von Schrader, of the Brunswick Service, undertook the agreeable duty of entertaining them—a duty which they discharged *con amore*. A comple list of the whole of the foreign military present was not to be obtained, but I have reason to conclude that upwards of four hundred were congregated.

"The troops having been allowed the 25th as a day of rest, commenced their movements and sham-fights on the 26th, and finished them on the 30th. The weather has unfortunately been rainy, and most unfavorable on the whole, so far as concerns effect and comfort, but the troops have not suffered much, the maximum in the hospital having at no time exceeded 300—thanks to many hours of intervening sunshine 'Nothing,' however, 'is so bad, but that it might be worse:' the dust was perfectly insupportable until the clouds let their torrent loose. A portion of every day at least passed off most delightfully for myself and the other foreign officers on the spot, who were hospitably entertained at a mess of 150 covers, laid out daily at the King's expense. It was a brilliant and animated scene, and brought together military men from all lands, Russia, Austria, Prussia, Belgium, France, Bavaria, and last, not least of a truth, my own dear 'Father-land.' On Sunday morning (1st October) the Duke of Brunswick gave us a splendid breakfast under his elegant tent in the advanced camp: the Arch-Grand Duke of Austria, the Grand Duke of Mecklenburg, and the Landgrave of Hesse, were of the number of our party. But the intolerably bad weather acted as a damper upon the performance of Divine Service, at which it had been intended that the whole of the Tenth Corps should have assisted in the open air; the solemnity was consequently abandoned. Dancing, singing, and amusements of every kind gaily filled up the afternoon, during which one should have thought that the whole camp had 'run mad.' At eight o'clock we posted to Lüneburg, to attend a rehearsal of the musical festival in the preparation for the Friday after by the united bands of the assembled hosts; but, I must confess, the din of a thousand and more drums, trumpets, &c., was too much for my ears. The camps were lighted up on this and every other evening, and produced a gay and indeed splendid effect. The grand manœuvres began on the 2d; but I must leave the task of describing them to some abler and more experienced hand; to my mind, they went off with great credit to the motley array of troops engaged in them; and I must here bear my testimony to the excellent spirit and brotherly feeling which prevailed among them throughout. The presence of the King of Prussia, who arrived here on Friday last, with some of the Royal Princes, set us all on the '*qui vive*;' they were welcomed at the palace by the King in person. In the evening the bands of all the corps came into the town, and mustered in the great square, in front of the royal residence, where they saluted the Sovereigns with their thunder after a more pleasing sort than I had augured from the Sunday's rehearsal."—*United Service Mag.*

National Institute.

LETTER FROM HON. CALEB CUSHING.

GIBRALTAR, Sept. 6, 1843.

DEAR SIR: I have put up for the Institute a specimen of the rock of which the Pillars of Hercules consist. Though it is, in a mineralogical point of view, but a common rock, namely limestone, yet it is a peculiar variety of limestone, of a reddish hue, and a fine and compact formation, which is susceptible of polish, and is made into taseful ornaments, and if not sufficiently interesting on this account, is abundantly so from the old historical fame and the present political importance of the site from which it is taken.

When the ancients—as, from their relation to our civilization we denominate the Phœnicians, Greeks, and Romans, and the other nations who dwelt of old on the shores of the Mediterranean—when they sailed on to the West towards the uttermost limits of that glorious sea, they found at the entrance of the narrow strait by which they were to pass out into the ocean, on either hand, a lofty promontory of rock stretching forth from the respective continents of Europe and Africa, the great monuments which Nature herself had placed there as if to mark the spot, and which, in their mythological langnage, they styled the Pillars of Hercules. For a long time they constituted the term of the navigation of the ancients, when, by their frowning aspect, they seemed to warn of the terrors and dangers of the unknown expanse of waters beyond the gate which they stood to guard. And afterwards, when the adventurous Phœnicians had ventured forth into the wide Atlantic Ocean, even as far as the Tin Islands, still the dread of what lay beyond the Pillars of Calpe and Abyla did not cease, maintained, perhaps, by those who then enjoyed exclusively the lucrative commerce of the Cassiterides.

Calpe and Abyla still lower in all their antique majesty over the strait that divides the Mediteranean from the Atlantic; but armed with real terrors far beyond those of the fabulous time. It is not that they stand now the "*ne plus ultra*" of human knowledge; for the brave and devout Genoese has changed all that, and enabled the monarchs of Spain to place on their coins and their escutcheons—and, for a while, with just pride—the Pillars of Hercules, but with their inscriptions effaced and reversed, and bearing instead the aspiring "*plus oultre*" of the Emperor Charles. It remained for modern courage, and modern art, and modern ambition to dissipate the terrors of the Pillars of Hercules, and to substitute most substantial ones in their place; for military science has availed itself of the unequalled advantages which Nature proffered, and out of the rocks of Abyla and Calpe Great Britain and Spain have constructed the impregnable fortresses of Gibraltar and Ceuta.

There is much of similitude in the political as well as in the natural position of Gibraltar and Ceuta. Geographically, Gibraltar should belong to Spain and Ceuta to Barbary. But while Spain has fortified the promontory on one side against the Moors, who have united themselves in vain beneath its walls in rage as impotent as that of the waves that dash ceaselessly around its base, on the other side is England in like manner entrenched upon the sister rock to defy the power of Spain.

To America, however, and to Europe, it is Gibraltar which is of primary importance; not so much because of its fortifications being of superior strength to those of Ceuta, but, in the first place, because in the Bay of Gibraltar is the ship harbor of the straits, which are, therefore, called the Straits of Gibraltar; and in the second place, because Gibraltar is in the hands of the greatest naval Power of Christendom.

Regard, for a moment, the geographical position and conformation of Gibraltar, and then look at the nature of its fortifications. If you follow the coast of Spain towards the strait, you find that, about five miles before you reach Tarifa, which is at the narrowest part of the strait, there stands a ledge of limestone rock, rising abruptly from the flat sand of the beach to the height of fifteen hundred feet and upwards, and extending out three miles into the sea towards Africa. This is the Rock of Gibraltar. Its extreme point, crowned with a lighthouse, is Point Europa. Between this point and Tarifa is the bay, about five miles across, having on one side the city of Gibraltar, built at the foot of the western side of the Rock, and on the other side the Spanish city of Algesiras, and at the bottom of the bay, perched on the summit of a hill, the little town of San Roque. On its easterly side the rock rises up almost perpendicularly to its extreme height from the Mediterranean, and needs no cannon to defend it from the approach of an enemy. Nature has done this so effectually as to leave nothing for the hand of man. But from the Neutral Ground, which separates Gibraltar from Spain, along the bay, to Point Europa, are lines piled upon lines of batteries, constructed of solid masonry, for which the limestone of the rock forms the best of materials; not content with which, the solid rock itself has been hollowed out into a succession of galleries, rising tier above tier, and in these artificial caverns are planted hundred of cannon, making of these fortifications the strongest as well as the most wonderful military works in Europe.

From above one of these extraordinary galleries, called the Hall of St. George, a perfect citadel in the very heart of the Rock, the fragments which I send you was taken. I trust it may not be deemed unworthy of a place among the collection of the Institute; and I am yours, truly, C. CUSHING.

To F. MARKOE, Jr., Esq., *Corresponding Secretary of the National Institute.*

TO MARINERS.—The Light Boat has resumed her station at the Brandywine.

The Sarawak River, Borneo.—A Chart of the N. W. Coast of the Island of Borneo, has been forwarded to Lloyd's, exhibiting the approaches and entrances of the Sarawak River. The position assigned to Tanjang Datu differs nearly one degree of latitude from Hosburg and other authorities, and the attention of masters of vessels bound to the China Seas, should be directed to it.—*London Ship Gazette, Nov.* 18.

Domestic Miscellany.

IMPROVEMENT IN THE STEAM ENGINE.

Among the improved specimens of machinery ex hibited at the late anniversary of the American Institute, was an improved steam engine, which, according to the annexed report of scientific men, prmises to be of great value. We have examined the drawings of this engine, and heard the explanations of the inventor, and as far as we are able to judge, we should concur in the favorable opinion expressed in this report.

The committee appointed to examine Mr. Ethan Campbell's self-feeding apparatus for supplying all kinds of steam boilers with water, beg leave to report that they have carefully examined the same, and have no hesitation in recommending it as the most perfect machine which has yet been invented (as far as they know) for the above purpose.

This machine, like many others, although simple in its operation, and easily understood from inspection, is difficult to describe without the aid of drawings; the committee therefore will not attempt a minute description.

It appears very effectually to accomplish the object for which it is designed, and when put in operation requires but little if any attention from the engineer to keep the water in the boiler constantly up to the same level. This is a matter of importance in all cases, more especially for boilers in steam boats, as it probably will *entirely* prevent and *certainly* greatly lessens the chances for explosion, and consequently the loss of life.

Mr. Campbell's self-feeding apparatus takes no power from the engine to work it, as does the common feed pump; it operates by a beautiful application of the principle of hydrostatic pressure, and only requires a little steam from the boiler for its action, and the steam, by being condensed, heats the water which is returned to the boiler; consequently but little heat is lost.

There is also an ingenious and simple arrangement for condensing the exhaust steam of high pressure engines, whereby the water entering the boiler is heated to the boiling point, or 212 deg. Fahrenheit, which will make a very great saving in the article of fuel.

A most important recommendation, and which is a desideratum in all machines, is its simplicity and durability. The apparatus examined by the committee is now in operation, attached to the boilers of the steam saw mill in 14th street, near the North River, and has before been at work for many months supplying the boilers of a twenty-five horse power engine using steam at 140 pounds to the square inch, during which time, as far as we can learn, and are informed, it has never suffered any derangement, nor required any repairs.

The self-feeding apparatus can instantly be converted into a powerful engine for throwing water, and raising the same from any depth by successive lifts, thus placing at hand the means of extinguishing fires, which is invaluable in steam navigation, and with some slight modifications in its construction may be made applicable to many useful purposes, such as raising water from ships, mines, coffer dams, &c.

This invention is evidently the result of long and deliberate reflection, perfectly philosophical in its principles, and from the best information which the committee can obtain, is entirely original in its application, reflecting great credit upon the ingenuity, intelligence, and mechanical knowledge of the inventor.

The committee are of the opinion that this is one of the most important inventions connected with the safety of steam boilers, which have ever been presented to the public, and recommend it to the especial attention of the American Institute, considering it entitled to their highest reward.

EDWARD CLARK, *Ch'n.*
Prof. JAS. RENWICK,
Prof. JOHN STEELE,
T. B. STILLMAN,
GEO. C. DEKAY,
PAUL R. HODGE,
JOHN CAMPBELL.

NEW YORK, *Oct. 18th*, 1843.

MEMORIAL ON THE SPIRIT RATION IN THE NAVY.

To the Honorable the Senate and House of Representatives of the United States in Congress assembled:

Twelve years ago the Secretary of the Navy expressed his conviction that the use of ardent spirits was one of the greatest curses, and declared his intention of recommending a change in this respect, in the Navy. For reasons not necessary now to be enumerated, the subject was allowed to sleep till one year ago, when it received the consideration and *action of Congress*, by diminishing the Spirit Ration *one half*, and giving a substitute therefor. This was a gratifying beginning, as it furnished a kind of pledge of a speedy end of the great enemy of seamen, and hence of the Navy.

It encourages the undersigned, your memorialists, to petition your honorable bodies again, and to ask, that inasmuch as the use of intoxicating liquors as a drink, creates and confirms vicious appetites, fosters habits of intemperance and vice, predisposes the human system to disease, promotes insubordination and mutinies, causes shipwrecks and other disasters at sea, and immense loss of human life and property; and inasmuch as the evils occasioned thereby have no countervailing advantages, and as these evils effect not merely those employed in our naval service, but the good name and glory of their country, and the happiness of thousands whose existence is tenderly linked with their own—*you will at the present session of Congress repeal the Spirit Ration law of our Navy*, and furnish such a substitute as may appear to your honorable bodies of acknowledged utility.

Such a measure seems not only to be justified, but *demanded* by existing facts.

The law regulating the Spirit Ration in the Army has been abolished many years, and so happy have been the results, that none but a foe to our country can

wish it restored. If the soldier now drinks the intoxicating draught, it is not from a cup administered by the hand of the Government. It is not "drinking according to law." But the soldier, as the representative of his class, does not drink; and with the progress of Total Abstinence in our Army, there has been a corresponding increase of moral improvement.

And why should it not be thus in our Navy? Why should the gallant sons of our Navy be tempted to drain the cup of woe, by the very Government which it is their *ambition* and *glory* to defend; and which Government has enacted severe laws for the punishment of intemperance in its Navy!

We rejoice to know that self-respect as well as the higher principles of philanthropy, have constrained many of them to take and keep the temperance pledge. Recent statistics show that large numbers of the men composing the crews of our public vessels, voluntarily relinquish their grog for the stipulated commutation, notwithstanding it is found that the practical working of the late reduction to one gill per pay, is against "total abstinence," as the inducement to abstain for the commutation, two cents per day, is small in comparison with the previous allowance of six cents per day,—while it is admitted throughout the service that the reduction was a good one, as it furnishes the men with tea, sugar, &c., in lieu of the extra gill; and it is confidently believed by your memorialists, that the entire banishment of spirituous liquors from our public ships, would tend vastly to insure good discipline,—for it is universally stated by the officers of the Navy, that it is the arch enemy of good organization and *mild* military discipline.

The developments of science, and the sound judgment of the age, based on the experience of the past, condemn it as a beverage.

In the Mercantile Marine, the progress of temperance is even more striking than in the Navy,—hence there need be no fear that men will not volunteer for the Navy, when the Spirit Ration is abolished. New York City supplies the larger portion of the enlistments into the Navy, and in New York there is a single Marine Temperance Society, numbering over *fourteen thousand* members, and we believe the sons of the sea keep their pledge quite as sacredly as those on land. Every mercantile city in the Union has large Marine Temperance Societies, and our temperance ships float in every sea.

The time then, we believe, has fully come, when a rectified public sentiment, as well as a sound policy, and the principles of right will justify, and the country will commend the granting the prayer of your petitioners, who, as in duty bound, will ever pray.

Naval Monument.—We learn from the Boston Journal that the officers and scientific corps of the late Exploring Expedition have caused to be erected at Mount Auburn Cemetery a beautiful cenotaph of native marble to the memory of four of their young associates, who lost their lives in the service of their country, namely: Lieut. JOSEPH A. UNDERWOOD, Midshipman WILKES HENRY, and Passed Midshipmen JAMES W. E. REID and FREDERICK A. BACON. Lieut. UNDERWOOD and Midshipman HENRY were murdered by the savages at Mololo, one of the Figi group of Islands, July 24, 1840. Passed Midshipman REID and BACON were lost at sea off Cape Horn in May, 1839. The cenotaph is an Egptian obelisk, twenty-two feet high, and four feet at the base. It was erected at a cost of $2,000.

THE SAILOR'S HEART.

BY REV. CHARLES W. DENISON.

The heart that's in the sailor's breast
Is just the heart for me:
Of all the hearts I love it best—
So generous, frank and free!
'Tis open as the ocean blue,
And fresh as limpid mountain dew,
Flung gently o'er the lea:
O, that's the heart for me!
O, that's the heart for me:
O, that's the heart for me.

The sailor's heart—brave heart of oak—
Is just the heart for me.
'Twill breast life's waves with sturdy stroke,
Like gallant ship at sea.
When thunders roll, and lightnings flash,
When hull and masts in ruin crash,
True sailors never flee!
The sailor's heart for me!
O, that's the heart for me!
O, that's the heart for me.

When bright rays dance along the tide,
The sailor's heart for me;
Where navies float in power and pride,
The sailor's home shall be!
The Christian heart—the temperate heart—
The sailor's nobler, better part—
The sailor's heart for me!
O, that's the heart for me!
O, that's the heart for me:
O, that's the heart for me.

TEMPERANCE IN THE NAVY.—The progress of the temperance cause in our gallant navy, should cheer and animate the heart of every lover of the Star Spangled Banner of American freedom; this cause has done much to raise the character of the weather-beaten tar, and is destined to do much more. Scour the wide world, and you will not find a more profitable field for philanthropic labors, than among those who "go down to the sea in ships," and you will find no soil beneath the heavens more ready to *receive* the seed sown by the laborers in the temperance vineyard than the American Navy. Temperance meetings have been held on board our national ships, and at our naval stations for about two years, and the *permanent* reformation of many an individual has been the consequence; many of our naval officers have done much to encourage and sustain this movement among the people.

On board some of our national ships, *wines* have been excluded from the ward room, and we trust before long, such will be the case on board all of them. How erroneous the idea that the honor of our country cannot be sustained without furnishing wine to, and sipping it with our country's guests. God grant that this reform may gain the affections of *all* connected with this branch of national defence.

Temperance meetings have been held on board the Ohio for some time past; one on Sunday, November

5th; one the 12th; one the 19th; and one the 3d inst. Rev. Mr. Denison was to have held one the 10th, and Mr. G. W. Woodman lectures there to-morrow.

A meeting was held on board the good frigate Cumberland, on Sunday, the 19th ultimo, the day before she left for the Mediterranean station. She is a new frigate; this is her first voyage, and this was the first temperance meeting ever held on board of her. The cause is in good hands on board the Cumberland. Some of the officers are stauch teetotallers, and will do all in their power to aid the cause. The meeting alluded to, was addressed by Rev. Charles W. Denison, Messrs. B. Abrahams, and A. J. Lock, who were listened to with attention by men and officers. We trust that all hands will continue the war upon the grog tub, until they come off victorious.—*Boston Sheet Anchor.*

From the National Intelligencer.

Messrs. Editors: The following extract from a letter received by a gentleman of this city gives so creditable an account of the garrison of one of our principal public works, that I think its insertion in the columns of your widely-circulated journal would be as gratifying to the friends of our little Army as it would be generally acceptable to your military readers. A.

"Fort Monroe, (Va.) Dec. 1, 1843.

"Once more, my dear G., comfortably established in our old quarters, (the casemates,) I will try to comply with your request by giving you a brief account of our routine of duty, and my impressions of the state of the command.

"From reveille (daybreak) till nine o'clock A. M. the usual police duties occupy the garrison. At that time we attend parade, and follow it closely with an infantry drill—four times a week by company; twice by battalion; the former in undress, the latter in full dress. This occupies an hour, and is succeeded by guard mounting. Half an hour after guard-mounting (four times a week) the battalion parades for artillery exercise. Five companies are sent to the casemate and barbette guns, and two to the field battery. On Friday and Saturday, at the same hour, laboratory instruction is given to the non-commissioned officers, including the lance sergeants and lance corporals, if there be any, but if not, two privates in each company, selected by the captain, are substituted for them. This instruction is given by three officers specially designated for the purpose.

"Absent from the regiment for a long time on other duty, I had heard much in its praise, and was prepared to find it in a high state of discipline. The reality has exceeded my expectation. The appearance of the battalion under arms is striking and imposing, and its exercises are characterized by a promptness and precision of movement I have never seen equalled. The men, when not on duty, are neat and soldierlike in their persons, carrying with them an air of respectability to me as new as gratifying. Their general conduct is such as might be anticipated from this appearance. Drunkenness is almost unknown, and the records of the guard-house, instead of showing an average of from twenty to thirty prisoners, as in days of yore, seldom exhibit over three or four, and these for minor offences.

"These officers are zealous and attentive to their duties, proud of the state of the command, and take a deep interest in the welfare and improvement of the rank and file. They have established an *evening school* for the non-commissioned officers and such privates as appear desirous of instruction. The post fund furnishes books, candles, &c.; the teachers are selected from the best educated of the men. A committee of three officers attend to preserve order, and see that a proper course of instruction is pursued. The school is well attended, and many of the soldiers have already made rapid progress. How much better is this than wasting their evenings in idleness, or passing them in dissipation!

"Our veteran Colonel sets us a high example of courtesy and chivalrous bearing, and the kindest feelings prevail among all ranks. I do not think I ever saw a happier garrison. On the whole, my dear G., I believe our little community will compare most favorably with any other of like size on this side of the Atlantic for contentedness, order, and high morality; and I trust the day is not far distant when the good citizens of our country will look upon the Army not only as a school of discipline, but as a school of morals and of patriotism."

Electro Magnetic Telegraph.—It will be recollected that an appropriation of $30,000 was made during the last session of Congress for the purpose of trying an experiment with Professor Morse's Electro-Magnetic Telegraph between the cities of Baltimore and Washington. We have ascertained that this work is now rapidly progressing. About a month ago those having the contract commenced laying the leaden pipe, in which are placed the electric wires. In the course of a few days it became necessary to suspend operations for the purpose of procuring more suitable material. This was obtained and the work again resumed. The pipes (about an inch in diameter) are now laid from the signal office in McHenry, near Poppleton street, Baltimore, to the Relay-house, a distance of nine miles. They follow the course of the railroad track, except in a few instances, where, for convenience and economy, curves have been avoided. Professor Morse, we learn, contemplates, immediately on completing his telegraph to the Relay-house, making a trial in order to ascertain its capacities before going further. If this prove successful he will prosecute the enterprise with despatch until it shall be accomplished agreeably to the original design. The pipe in which the telegraph wires are placed is buried some ten or twelve inches under ground, and can be put down

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Life Preservers at Sea.—Experiments have lately been made at Leith harbor on a newly invented safety cap, which may be worn, and thus preserve a person from the danger of drowning in any depth of water; and likewise a pillow inflated with air. Two persons jumped into the sea thus protected, and exhibited several means of preserving the lives of shipwrecked mariners.

From the National Intelligencer.

THE COAST SURVEY.

We learn that ALEXANDER DALLAS BACHE, LL. D., has been appointed by the President to fill the vacancy occasioned by the decease of Mr. HASSLER, late Superintendent of the coast survey.

From our knowledge of this gentleman from general report, and from testimonials of the very highest authority which we have seen, we are justified in expressing entire concurrence in the following remarks of the *United States Gazette* upon this appointment:

"The office could not have been better filled. Dr. BACHE has been honored by his countrymen with many appointments to offices of high trust and responsibility, connected with the advancement of science, and in every instance the result has more than justified public expectation. We rejoice that this honor has fallen on one who is every way identified with American science—a grandson of FRANKLIN, an *elève* of West Point, a professor of astronomy in the old University of Pennsylvania, a corresponding secretary of the American Philosophical Society, a chairman of the committee on science and arts of the Franklin Institute of Pennsylvania, a president of the Girard College, a traveller in Europe as president of that college among men of letters in every part of the continent, a corresponding member of several of the most exclusive foreign academies, a collaborator with the scientific committees of the British Association and the Royal Society of London, (marks of confidence bestowed on the *man*, not on official station,) an organizer and superintendent of one of our cherished institutions, the High School of Philadelphia—such is the individual who has been called to fill the most dignified and responsible scientific station in his gift. We repeat it, that a better choice could not have been made. We anticipate the best possible consequences in the brisk and successful prosecution of the work, in such a manner as to meet the approbation of men of science generally throughout the United States."

On the same subject the *Pennsylvanian* (of opposite politics to the Gazette) says:

"The scientific attainments of Professor BACHE, and his peculiar qualificatiuns for the post, are so familiar to the public, that this appointment will no doubt be every where received with marked approbation, and we are sure that we speak the opinion of the community in which this gentleman is most intimately known in saying that a better choice could not have been made. The services of Professor BACHE in promoting the cause of education among us have been unwearied and effective; and while, on this account, we regret his withdrawal from a field of such important usefulness, still there is reason for congratulation in finding that his abilities will now find employment in a sphere which gives ample scope for their exercise. The coast survey is a work of such value and magnitude that it is an honor to be connected with it, and it is a source of gratification to the citizens of Philadelphia that one of their own number has been called upon to direct its operations, especially when they are satisfied that the task will be fulfilled in a way calculated to do honor to the scientific character of the country."

IRON STEAMERS.—It may be well to look a little closer into the use of iron for ship building; for the period, we think, is not remote, when iron will exclusively be in use for ship building, and consequently some statistics on the subject would be well received. Iron was first used in England in 1810 for canal navigation, and was found to answer perfectly well, but from some unexplained causes, the project of building an iron vessel for sea navigation was not carried into effect until 1820, when the well-known vessel the Aaron Manby was built for direct communication between London and Paris without discharging her cargo, crossing the Channel, and drawing sufficient water to navigate the Seine. She is now 23 years old, and never has required repair to her hull. This speaks volumes in favor of the use of iron. In 1825 an iron steam-boat was built for the navigation of the Shannon, and is still employed on that river in good condition. An iron steam-ship was built in 1832, by order of the Government, to navigate the Niger, and after having made the voyage to Africa, and twice ascended that celebrated river, the experiment was considered as fully tested, and iron steam-ships were forthwith commenced and completed. One builder alone, Mr. John Laird, near Liverpool, has built 45 iron vessels, of 12,600 tons in the aggregate, and since 1830 no less than 150 have been launched. The Mexicans have a fine iron steam frigate, and the East India Company have no less than 25 iron steamers now in commission, several of which were advantageously used in the Chinese war. It will he seen, therefore, that iron steamships have been thoroughly tested, and found to be in every respect superior to wood. In iron ships there is no necessity for caulking or coppering—there is no wear or tear—no dry rot—greater lightness, more room, increased capacity, greater safety. If a wooden ship runs ashore in a gale of wind she is strained—her ribs broken and dislocated, and she soon goes to pieces. An iron ship built wtth compartments never can fill, or be entirely disabled if she goes on the rocks. They cost only a little more, and last much longer, are clean, sound, and require very little repair. Every thing, therefore, seems to recommend iron vessels in preference to wood, particularly in this country, remarkable for its quantity of iron ore.—*N. Y. Sun.*

LECTURE AT THE AMERICAN INSTITUTE on the subject of Marine and Naval Architecture, by J. W. Griffith:—The lecturer, whom we understand was an apprentice of the late Henry Eckford, after making a few remaks in reference to his occupation, and the embarrassment he naturally experienced in appearing for the first time before a public audience, proceeded to give his views on ship building, models, &c., from which we furnish our readers with the following extracts:

It must have been apparent to every discerning

mind that the principles upon which marine and naval architecture are based, although plain in themselves, have been rendered intricate and complicated by various means, and as a consequence, the operative mechanics have kept aloof from the study of them, or the study has kept aloof from the mechanics. Hence some of the many causes of the slow progress of improvement in ship building. The truth of the equal pressure of fluids when at the same altitude is viewed as visionary, if we examine the immersed portion of very many of the vessels built in this country; and the ship builders in this city, who have won for themselves lasting laurels, had they not suffered their attention to be drawn almost exclusively to the finish, instead of the form, of their ships, and to the shadow instead of the substance, might have been far in advance of the position which they now occupy.

The lecturer here introduced the subject of hydrostatic science as connected with the art of ship building, and remarked: * * * * * * That if the equilibrium of the fluid upon which our commercial wealth depended was annihilated, the ocean would be but a wide waste, and of no service to man; vessels might be build, but they could never go to sea; the preponderating power of the water pressing, as it undoubtedly would, upon every shore, and upon every river and outlet, would for ever lock every vessel in its native clime. It is all-important, then, for the shipwright to know the peculiar properties of water, the force it exerts to fill a vacuum made by any moving body, the direction of this force, &c., so that in constructing vessels he may determine its weight, and the number of feet, inches, and parts of inches of water the ship will draw when it is launched, by ascertaining the amount of displacement corresponding to said weight. Again, a ship can go no faster through the water than the vacuum made by the forward part of the vessel can be restored to its equilibrium. This being the case, it becomes important that the line abaft the greatest transverse section of a ship should be such as will permit the water to fill the cavity made by the vessel with the least possible friction.

With these views, and from the experiments I have made, I am well satisfied that the greatest transverse section should be in the centre of the vessel; and whenever this is placed forward of the centre, the line from that section or frame to each extremity should be segments of a circle. It is true, we have small vessels that sail well with hollow lines aft. Those wide flat-bottomed sloops, with raking sterns, perform well: the distance from base line to the line of flotation being small, the fluid below the centre of displacement passes under the bottom, whilst that above passes around the sides, and is prevented, in a great measure, from forming that suction consequent upon hollow lines, by the water coming up from below; but even these exceptions to the general rule are no proof that they would not sail faster with convex lines. With regard to friction, or suction and lines of flotation, I have found that where there is the least friction or suction, the smallest rudder is required to steer such vessels, simply because the water is restored to its equilibrium as fast, or nearly as fast, as the vacuum or cavity is filled; and it is invariably the case that the vessels, when under a press of canvass, which have the greatest difference in their two lines of flotation, are the dullest sailers; and I know of no description of vessels on which hollow lines below, or at the line of flotation, are not detrimental, unless it be those propelled by steam, and a propeller similar to that of Captain Ericsson, in which case the screw acts upon the water where the suction takes place. With reference to the lines of the after body, or abaft the greatest transverse section, I contend for the convex lines by the laws of nature. We find that all resistance is not always on the forward or anterior part of the vessel, but often the contrary. The lines aft of the greatest transverse section require to be the same form as forward, when the greatest transverse section is placed in the centre of the vessel, and for the following reasons, viz: That form of line by which the water is removed with the greatest ease, will also permit the fluid to regain its former equilibrium, not only with the least friction, but in the shortest possible time. In the regular curved or convex line, the density of the fluid is increased and diminished in the same ratio, and consequently the water is restored to its former buoyancy faster than upon any other line.

According to my views, then, near the centre of the vessel is the proper place for the greatest transverse section, but unless the present mode of sparring vessels gives place to one more in accordance with the philosophy of science, all efforts to greatly accelerate their speed must prove abortive. Some of our ships made voyages to Europe in 15 days twenty years ago, and with all the advantages that navigators now possess in practical seamanship, such voyages are very seldom made; and farther than this, in the immersed part of the vessel is found the same imperfections than formerly existed. But say you, what kind of a looking vessel would you have us build; our eye has become familiarized with what we consider handsome, and were we to build ships of the form you describe we should be laughed at. In reply, let me ask what is the definition of beauty? As I understand it, it is fitness for the purpose and proportion to effect the object designed; and what is the object designed? Is it not to build ships that will carry the largest cargoes with the smallest amount of registered tonnage, and to make their voyages in the shortest possible time? If a combination of these qualities be the object in view when building ships, I may say without fear of proof to the contrary, that guess work never can compete with science in building ships.—*New York Sun.*

From the Sandwich Islands.—Letters from an officer of the U. S. ship Constellation, dated Oahu, 8th August, state that the ship would sail for California on the 10th August, leaving Valparaiso about 1st December, for the United States. The Constellation had been on the China station, but comes home "round the world," and was so far on her way on the 8th August. Speaking of the case of the Ariel, a schooner sailing under American colors and engaged in the opium smuggling trade, the writer says that it is the practice of some Americans to send out clippers to China, transfer them to some renegade American, and turning the regular crew on shore, sail them under our flag, for the English.

The Augustine *Herald* of the 5th says—"Lieut. J. E. Blake, United States Topographical Engineers, returned on Friday last, having completed the survey of the Haulover between Indian river and Mosquito Lagoon. We learn that the distance to be cut through is about 725 yards, and the summit level 7½ feet. The expense of cutting is estimated at about $3,000, a trifle when compared with the resulting advantages. We sincerely hope that those having the authority will permit the work to be done in the manner contemplated."

The war steamer Kamschatka, built at New York by Messrs. Schuyler, for the Russian Government, is said to be the finest vessel of her class afloat in Europe. Mr. Smith, the gentleman who went out in her as engineer, has returned to this country In a letter recently addressed to Messrs. Schuyler, he says:

"In speed and qualities as a sea boat, with her heavy armament, she has no equal in Europe. The Emperor has caused her to be fully tested in every way, under his personal inspection, and always to his entire satisfaction. It only remains for me to say, that the continued performances of her engines and boilers, to the time of my departure, have more than answered our expectation. With the exception of the trifling repairs to our boilers after our perilous voyage out, they have required no expenditure whatever. The engines have never given out in any way, and continue to perform with efficiency and strength."

Revenue Service.

PROMOTIONS.

Dec. 18—2d Lt. Caleb Prouty to be 1st Lieutenant.
3d Lt. George Hayes, Jr., to be 2d Lieut.
3d Lt. Jas. H. Jones to be 2d Lieutenant.
3d Lt. Robert R. Hudgins to be 2d Lieut.
20—3d Lt. John T. Stoneall to be 2d Lieut.

APPOINTMENTS.

Dec. 18—Benj. J. Kellam, 3d Lieutenant.
Samuel Smith, 3d Lieutenant.

ORDERS.

Dec. 18—1st Lieut. Jas. H. Roach to the Forward, at Delaware.
3d Lt. Benj. J. Kellam, to the Taney, at Norfolk.
3d Lt. Samuel Smith, to the Crawford, at Savannah.

Marriages.

On Tuesday, December 5th, in New York, Lieut. BAYARD CLARKE, U. S. Army, to ALETTA REMSEN, daughter of the late Thomas R. Lawrence, Esq.

In Philadelphia, Lieut. J. MADISON FRAILEY. U. S. Navy, to ELIZA A., daughter of James M. Hart.

Death.

On Wednesday, the 13th instant, at his residence, Norwood, in the county of Powhatan, Va., Lieut. WILLIAM H. KENNON, late of the U. S. Navy, in the 43d year of his age.

Office of U. S. Clothing and Equipage,
Philadelphia, Nov. 25th, 1843.

SEALED PROPOSALS will be received at this office, until 10 o'clock, A. M., of the TENTH DAY OF JANUARY NEXT, for furnishing by contract, the following Army Supplies and Materials, deliverable at the United States Clothing and Equipage Depot, Schuylkill Arsenal, in equal monthly proportions, on or before the 1st day of July, 1844, viz:—

4,000 Army Blankets, 6½ feet long, 5 feet wide, weight 4 lbs.
35,000 yards 6-4 Sky Blue (twilled) Cloth.
10,000 " 6-4 Fine Blue "
1,000 " 6-4 " (water proof.)
50,000 " 7-8 Flannel, Cotton and Wool.
30,000 " 3-4 Canton Flannel.
6,000 " 3 4 Bleached Cotton Drilling.
10,000 " 3-4 Unbleached " "
5,000 " 7-8 " " "
60,000 " 7-8 " " Shirting.
5,000 " 7-8 Bleached " "
4,000 Uniform Caps, Dragoon and Infantry.
Hair Plumes, Red and White.
Bands and Tassels for Dragoons.
Metal Cap Equipments for Dragoons, Artillery and Infantry.
Pompons, Artillery and Infantry.
Shoulder Straps, Artillery and Infantry.
" " (brass) for Dragoons.
Epaulettes, N. C. S., Artillery and Infantry
Worsted Sashes, Crimson and Yellow.
" Binding and Cord of all kinds.
Buttons, Dragoon, Ordnance, Artillery and Infantry, vest.
" Infantry, coat.
10,000 pairs of Laced Bootees, 3 sizes (large.)
2,800 doz. pairs Woollen Half Stockings, 3 sizes.
Colors—National.
" Regimental, Artillery and Infantry
" Camp, " "
" Guidous, Dragoons.
Felling Axes.
Hatchets.
Spades.
Drums, complete, Artillery and Infantry.
Casks for 1 year, from 1st April next.

All of which must be of domestic manufacture, and must conform in quality, and all other respects, to the standard patterns, sealed in this office, by which all supplies furnished on contracts will be tested, samples of which for woollen and cotton cloths will be sent by mail, with any additional information upon the subject, which may be desired by manufacturers wishing to offer proposals.

Contracts will be based upon *accepted proposals*: for the faithful fulfilment of which two or more securities will be required. Letters containing proposals should be endorsed, "*proposals to furnish supplies and materials*," and addressed to

HENRY STANTON,
Assistant Quartermaster General,
Nov. 23—wtJan. 10. U. S. A.

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